between the 6th mile and the 9th mile; a small bridge over the Chittar at the 9th mile; and a bridge at the Mandapathumkadavu on the Neyyar.

(3) A small bridge on the Kulathur road near the Ayirayil tank.

(4) A bridge across the Neyyar at Poovar. With the construction of this bridge an easy and very useful means of communication will be established *via* Poovar, Vizhinjam, and Kovilam to Trivandrum, which will serve as a 'relief road' to the Main Southern Road;

(5) A cartable road from the Udiyankulangara-Chenkal road, 1st mile, to the Kanjirammuttu Kadavu on the Neyyar, a ferry at the Kanjirammuttu Kadavu; and a cartable road from that place to the Neyyattinkara-Poovar road.

(6) A cartable road from Pongamudu on the Neyyattinkara—Kattakada road to near the Aruvikara temple; a road from there to Kizharur *via* Kodannur; and a cartable road from the Kizharur Kadavu to the Amaravila-Ottasekharamangalam road.

(7) Conversion of the road from the Amaravila—Ottasekharamangalam road, 1st mile, to the Amaravila—Vellarada road, 4th mile, into a cart-road.

A manure depot should be established in Neyyattinkara.

DEWAN'S REPLY: Mr. Padmanabha Pillai, you ask again for a dam to be put at Aruvikarai for purposes of irrigation. I understand the Executive Engineer went over the place with yourself and explained the whole position to you. In this matter we must assume that the Engineers know a great deal more than you or I can know; and their considered opinion is that a dam there will be of little use and will not assist cultivation in any way.

I shall ask the Chief Engineer to take up the question of the construction of a culvert on the road from the Udiyankulangara-Kulathurchavadi road, and the Poovar-Sankurutti road and also the question of the bridges and culverts on the Amaravila-Ottasekharamangalam road. You also refer to the desirability of a bridge at Poovar. When I was at Poovar the other day I inspected this place and I too agree with you that a bridge there will certainly be desirable. I shall ask the Chief Engineer to put it down in his programme of places in the order of urgency to be taken up in due course. Your suggestions for a ferry at Kanjiramuttu Kadavu will also be taken up as also the other points on which you dwelt.

71. Needs of the Neyyattinkara taluk.

MR. NARAYANA PILLAI GOVINDA PILLAI (*Member, Neyyattinkara taluk, Group II*) said that minor irrigation works in the Neyyattinkara taluk were not receiving due attention and he suggested that stringent instructions should be issued to the officers concerned to repair not less than one hundred tanks in the taluk in the current year itself. Of the seven hundred and odd tanks in the taluk, the irrigation officers had so far repaired only about thirty-five. At this rate the completion of the whole work would extend over so many years.

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A canal should be cut along the western side of the Kottukal *Elai* in the same way as the canal along the eastern side. The *Elai* covered about 800 acres of paddy fields which for want of good drainage were rendered unfit for cultivation.

The Peyad-Vellanad road should be completed and a bridge provided on the canal across the road.

The Nemom-Ooruttampalam road should be completed by opening the remaining 1½ miles also.

A road should be opened from the Balaramapuram-Vizhinjam road, 3rd mile, to the Karichal kayal. There was now a road 6 miles long from Balaramapuram to Vizhinjam and the distance from Vizhinjam to Karichal kayal was 5 miles. But there was a short cut only 2½ miles long from the Balaramapuram-Vizhinjam road, 3rd mile, to the Karichal kayal. It was decided about fifty years ago to convert this ane into a public road and land 40 feet wide was acquired for the purpose. This land was now lying as a poramboke. But no work was done for the road, with the result that it had become unfit for traffic. The road should be properly laid out and a few culverts constructed.

The Pachalloor-Venganoor road should be extended to Kidarakuzhi, a distance of only three quarters of a mile. To go from Venganoor to Kidarakuzhi by road now meant a circuitous route of 8 miles.

The road from the Balaramapuram-Kattakada road, 5th mile, to Aruvikara should be taken over for departmental maintenance.

The road from Poovar to Vizhinjam and the road from Pappanamcode to Malayinkil should be either gravelled or metalled.

A bridge should be built across the Vellayani *Kayal* and a road should be opened from the bridge to the M. S. road. This would save the people of the locality a journey of nearly 10½ miles for reaching the Neyyattinkara town.

The canal from the Vellayani *Kayal* to the Karamanai river should be deepened and the Vellayani sluice should be widened so as to admit the passage of big canoes. This would establish a very useful water-route for the traffic between the South and towns like Quilon and Alleppey in the North.

A new Sub-registry office should be opened at Malayinkil or, if this was not possible, either of the offices at Nemom and Maranalloor should be shifted to Malayinkil. Malayinkil was a central place between the Vilappu and Marukil pakuthies. These pakuthies had an increasing amount of registration work. The Vilappil pakuthi was now in the jurisdiction of the Nemom Sub-registry office and the Marukil pakuthi in that of the Maranalloor Sub-registry office. Both these offices were at considerable distance from the two pakuthies. It was therefore an urgent necessity to sanction either of the above two proposals.

In view of the growing importance of Vellayani, an Ayurveda Vaidyasala, an Anchal office, a pakuthi Cutchery, a market and a Police station should be established at the place.

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DEWAN'S REPLY: Mr. Govinda Pillai, one of the matters upon which you made your representation today is the bridging of the Vellayani *kayal*. I do not think either the traffic or the trade of the locality will justify the expenditure of a large amount of money which may be necessary for the construction of the bridge. It is not a very large lake and people can always go round to the other side. I cannot therefore promise that question will be taken up anywhere in the near future.

You also mentioned the gravelling or metalling of the Vizhinjam-Puvar road. That I should think is necessary. I know it is in a very sandy state. Puvar is a thickly populated village and both for the sake of the fishermen and others living in that locality it is necessary that the road should be brought into a better condition. I shall draw the attention of the Chief Engineer to it.

There are some other roads which you mentioned and you will have an opportunity of bringing up these roads to the notice of the Board of Internal Communication which I hope will shortly be constituted. I shall ask the Chief Engineer to consider the question of deepening the Vellayani todu.

I do not think we can embark upon the construction of a canal along the western parts of the Kottukal Elai, until the whole thing has been carefully investigated. No doubt the Chief Engineer will take it up in due time.

As regards the restoration of minor irrigation works, I hope before long to bring to fruition a scheme by which special attention will be paid to minor irrigation.

MEMBER: Tank repairs.

DEWAN: I think you have about 12 tanks already repaired and that is a very good advance for one taluk.

MEMBER: Wells may be sunk.

DEWAN: Mr. Govinda Pillai, judging from the configuration of the Neyyattinkara taluk, I should say that it will lend itself to the sinking of tube wells. I shall ask the Chief Engineer to investigate.

The Assembly adjourned at 4 P. M.

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